

What a wonderful, surging, restless crowd we are who live and work upon this island of Manhattan! All day long and all night long, too, in many parts of the city, endless processions are as hustling to and fro in such numbers as to make the familiar simile of the ant hill inadequate. On foot, by wagon, coach, and cab, in horse cars, in street cars, in elevated cars, we rush about their is always filled along the main thoroughfares with the echoes of our goings, with the tinkle of the bells of the car horses, the clang of the cable car gongs, or the rush and rumble of the elevated train. It is no wonder that, in our eagerness to get back and forth in our longer daily pilgrimages morning and night, we indulge in these brief images of underground rodents, these shuffles and shuffles, these shuffles forming the inevitable loop of time and discomfort of the journeys. Even those who are used to seeing the myriads of people in motion, and

From 125th street north, and reaching clear to Kingsbridge and to the Fort Lee Ferry, may be observed dotted lines. Upon these are also to be built either a cable or an underground conduit electric road as soon as the company can get permission to build from the Board of Aldermen. The Third avenue road is disputing with the Metropolitan Company for the right to build over the St. Nicholas avenue line. One road or the other will undoubtedly get the

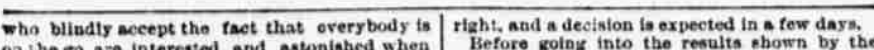
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Marquette to be placed in the Capitol at Washington has decided upon the model submitted by Signor Trentanove of Florence, Italy. The were thirteen other models offered in competition. Trentanove's model represents a Jew priest holding a Bible in one hand and drawing back his mantle with the other hand.

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RATES 25c. PER LINE.



The Metropolitan Street Railway Company is the organization which operates the traction company's roads in this city. There is a street car line running from the city to the beach, and it is planned that in the near future it will soon be extended north to operate the elevated railroads as well. For weeks there has been talk that the traction company was undertaking a big controlling interest in the overhead roads which run from the city to the beach. Such rumors have been as persistently denied by both parties to the rumored deal, but still there are many well-informed persons who persist in be-

Glance at the map which accompanies this article, and see what a vast and almost complete system this combination of roads would make. The trunk lines would of course be the elevated roads, reaching up and down the length of the

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